



AMENDMENTS TO THE CLAIMS

The following listing of the claims replaces all prior versions and listings of the claims in relation to the present patent application.

Listing of the Claims:

1. (currently amended): A preconditioned air connector, comprising:
a hollow body configured to route a fluid therethrough having an integrated bearing structure;
a first member pivotably coupled to the hollow body and including a camming surface that at least partially defines a slot, ~~the first member being at least partially supported by the integrated bearing structure~~;
an engagement member disposed in the slot; and
a hook member coupled to the first member via the engagement member, wherein pivotal actuation of the first member in a direction generally tangential to the hollow body directs axial translation of the hook member from a first position to a second position such that the camming surface defines the first and second positions.
2. (currently amended): The connector as recited in claim 1, wherein the hollow body comprises an injection molded plastic.
3. (canceled).
4. (canceled).
5. (previously presented): The connector as recited in claim 1, wherein the camming surface defines the first and second positions.

6. (previously presented): The connector as recited in claim 1, wherein the slot is arcuate.

7. (original): The connector as recited in claim 6, wherein the clamping portion is adapted to releasably secure the connector to an aircraft.

8. (currently amended): A preconditioned air connector, comprising:

a body having a first open end and a second open end opposite the first end; and

a connection assembly comprising:

a first member having a camming surface at least partially defining a slot, the first member being pivotably coupled to the body such that the first member actuates in a direction generally tangential to the body;

an engagement member disposed in the slot; and

a hook member coupled to the first member via the engagement member, wherein interaction between the engagement member and the camming surface drives the hook member from a first position to a second position, and wherein the engagement member is disposable at a plurality of locations with respect to the slot.

9. (original): The connector as recited in claim 8, wherein the camming surface is arcuate.

10. (original): The connector as recited in claim 8, wherein the connection assembly further comprises a cover securable to the body, wherein the cover comprises a guide portion adapted to guide movement of the second member.

11. (original): The connector as recited in claim 8, wherein the body comprises an integrated bearing structure, the bearing structure configured to at least partially support the first member.

12. (original): The connector as recited in claim 8, wherein the body comprises an injection molded plastic.

13. (original): The connector as recited in claim 8, wherein the connector comprises a plurality of connection assemblies.

14. (currently amended): The connector as recited in claim 13, wherein a the first connection assembly is disposed at a first location on the body and a further second connection assembly is disposed at a second location on the body opposite the first location.

15. (currently amended): The connector as recited in claim 8, wherein the body comprises a glass-nylon material connector is couplable to an aircraft.

16. (original): The connector as recited in claim 8, wherein the slot comprises a locking portion adapted to releasably secure the engagement member with respect to the slot.

17. (previously presented): A preconditioned air connector, comprising:
a body;
a first member pivotably coupled to the body, wherein the first member includes a slot having a camming surface; and
a hook member non-rotatably coupled to the body, wherein pivotal actuation of the first member in a direction generally tangential to the body actuates the hook member from a first axial position with respect to the body to a second axial position with respect to the body and wherein the camming surface defines the axial position of the hook member.

18. (canceled).

19. (original): The connector as recited in claim 17, wherein the body comprises an integrated bearing structure, the bearing structure configured to at least partially support the first member.

20. (previously presented): A system for routing preconditioned air into an aircraft, comprising:

a conduit adapted to route preconditioned air from a source to the aircraft; and

a connector adapted to couple the conduit to the aircraft, the connector comprising:

a body;

a first member pivotably coupled to the body, wherein the first member includes a slot having a camming surface;

a hook member non-rotatably coupled to the body, wherein pivotal actuation of the first member in a direction generally tangential to the body actuates the hook member in an axial direction with respect to the body and wherein the camming surface defines the axial position of the hook member.

21. (cancelled):

22. (previously presented): The system as recited in claim 20, the camming surface being arcuate.

23. (original): The system as recited in claim 20, wherein the body comprises an integrated bearing structure adapted to at least partially support the first member.

24. (original): The system as recited in claim 20, further comprising a flexible seal disposed between the body and the aircraft.

25. (original): The system as recited in claim 20, wherein the body comprises an injection molded plastic nylon.

26. (previously presented): A system for routing preconditioned air into an aircraft, comprising:

a flexible conduit for directing the preconditioned air from a source to the aircraft; and

a connector configured to couple the conduit to the aircraft, the connector comprising:

- a body having an integrated bearing structure;
- a first member rotatably coupled to the body and having a slot disposed therein, the slot comprising an arcuate camming surface; and
- a second member coupled to the first member, the second member having an engagement member coupled thereto, wherein pivotal actuation of the first member engages the engagement member with the camming surface, thereby actuating the second member from a first axial position with respect to the body to a second axial position with respect to the body.

27. (original): The system as recited in claim 26, wherein the body comprises an injection molded plastic.

28. (original): The system as recited in claim 26, wherein the first member is configured to rotate in a direction generally tangential to the body.

29. (previously presented): The system as recited in claim 26, wherein the body comprises an integrated guide portion, wherein the guide portion restricts pivotal and radial movement of the second member with respect to the body.

30. (original): The system as recited in claim 26, wherein the slot comprises a locking portion adapted to releasably secure the second member at a desired axial position.

31. (currently amended): A method for securing a preconditioned air connector, the method comprising:

- coupling a first member to a non-pivotal hook member via an engagement member;
- rotating the first member having an arcuate camming surface in a direction generally tangential to a body, the first member being pivotably coupled to the body; and

driving the non-pivotal hook member in an axial direction with respect to the body via the interaction between the engagement member and the camming surface, such that the camming surface defines the axial position of the second member.

32. (original): The method as recited in claim 31, further comprising coupling the connector to a preconditioned air source.

33. (original): The method as recited in claim 31, further comprising routing the preconditioned air via a conduit.

34. (original): The method as recited in claim 32, further comprising coupling the connector to an aircraft.

35. (original): The method as recited in claim 31, further comprising supporting the first member via an integrated bearing structure of the body.

36. (previously presented): A preconditioned air connector, comprising:

- a tubular body;
- first and second actuation members pivotably coupled to the body and disposed opposite one another, each actuation member having a slot;
- first and second securing members configured to secure the body to an aircraft;
- and
- first and second engagement members disposed in the corresponding slots and configured to couple the corresponding actuation members and securing member;
- wherein actuation of the first and second actuation members generally tangential to the body and in opposite directions with respect to one another drives the first and second securing members in an axial direction with respect to the body.

37. (previously presented): The precondition air connector as recited in claim 36, wherein the slots each have locking portions configured to releasably secure the actuation members at a desired position via the engagement members.

38. (previously presented): The precondition air connector as recited in claim 36, comprising a guide portion configured to substantially prevent axial and radial movement of the securing members with respect to the body.